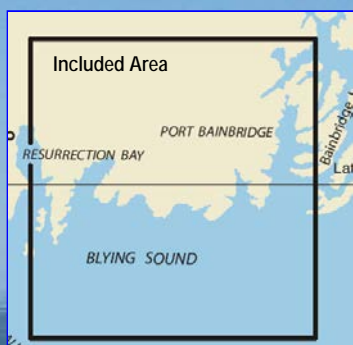


BookletChart™

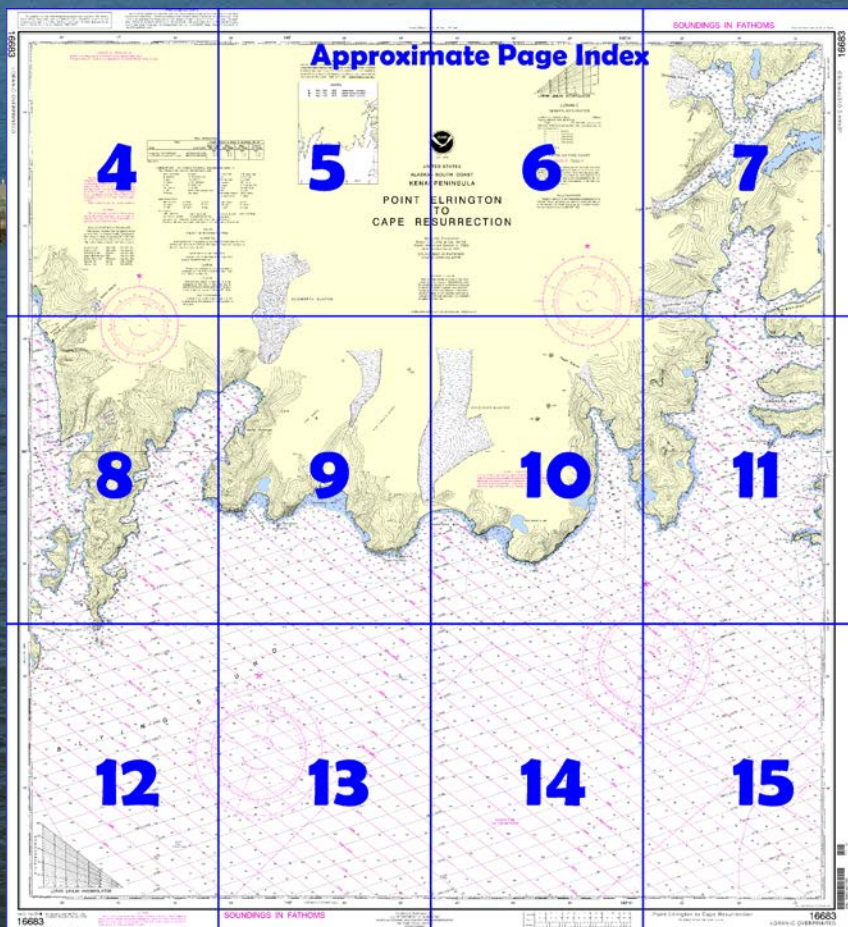
Point Elrington to Cape Resurrection NOAA Chart 16683



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16683>.



(Selected Excerpts from Coast Pilot)

Procession Rocks, 4.3 miles N of Point Elrington Light, are a group of small islets and jagged rocks. There are twelve principal islets, with a number of smaller rocks and reefs surrounding them. Deep water extends close up to the rocks.

Port Bainbridge is a deep body of water that extends about 12 miles N from a line joining Cape Puget and Procession Rocks. Depths of over 100 fathoms are found nearly to the head of the bay. A 7.2-fathom

(13.1 m) shoal in 60°07'38"N., 148°20'51"W., and on the W side of the bay is about 1.5 miles NW of Point Waters.

Point Pyke, the E entrance point to Port Bainbridge, is a prominent headland that rises almost vertically.

At the head of Port Bainbridge, the W arm extends about 1.5 miles to the N. The water in this arm is deep, but the entrance is blocked by a gravel bar with a least depth of about 1½ fathoms. The best water is close to the E entrance point.

Bainbridge Glacier, about 1 mile wide, discharges into Port Bainbridge opposite Bainbridge Passage.

Auk Bay, on the W side of Port Bainbridge, opposite Point Pyke, is small but affords good anchorage in 20 fathoms, muddy bottom. A rock that uncovers is about 150 yards off the N shore, 1 mile inside the entrance. The S entrance point is marked by a prominent pinnacle rock. A prominent brown rock about 10 feet high is 0.3 mile offshore, 2.5 miles N of Cape Puget.

The coast between Cape Puget and Cape Resurrection is high and rugged, with numerous glaciers showing in the valleys. No shelter is available except in Day Harbor, where the anchorage is very good. The coast is clear except for a few rocks extending not more than 0.3 mile offshore. The first range of mountains varies from about 2,000 to 3,500 feet in height, while the back range is about 5,000 feet high. Much of the hinterland is covered by an ice cap.

A constant current sets SW along the Kenai Peninsula. (See remarks on currents in chapter 3.)

Caution.—A danger zone of an air-to-air gunnery practice area is in **Blying Sound**. (See **334.1300**, chapter 2, for limits and regulations.)

Cape Puget is a prominent headland with an eroded bluff. At the foot of the slope is a conical rock that is prominent from the E or W. Several bare rocks are off the cape, the farthest being about 0.2 mile.

Puget Bay, the first indentation W of Cape Puget, is funnel shaped and extends N for about 6 miles. The bay is deep throughout and free from dangers except for rocks and reefs close inshore.

Goat Harbor is an inlet on the E side of the bay about 4 miles from Cape Puget. It affords good anchorage in 12 to 14 fathoms, sticky mud bottom, but is exposed to the swell from the SW. A gravel and shingle bar with a least known depth of 5½ fathoms extends across the entrance. A rock awash is 0.2 mile W of the islet off N entrance point. Near the head of Puget Bay, and on the E side. A rock awash is about 100 yards off the S entrance point.

Cape Junken is a bold, rounding headland with eroded bluffs and landslides. At the foot of Cape Junken are two steps that show up prominently from offshore. In thick weather this feature is valuable in identifying the cape. In 1998, a rock awash was reported about 0.4 mile south of Cape Junken in about 59°54.7'N., 148°38.15'W.

Johnstone Bay is a large open bight W of Cape Junken. A black sand beach is across the head of the bay. Deep water extends close with 50 fathoms 0.5 mile of the beach. **Excelsior Glacier** terminates 0.5 mile N of Johnstone Bay and drains through a stream at the E end of the sand beach. An unnamed cove with a shingle beach is at the E entrance to the bay, just NW of Cape Junken. It is wide open to the SW and affords little shelter. A black rock, 35 feet high, marks the W entrance, and there is a low rock nearly awash at the E entrance.

Cape Fairfield is a bold, rounding cape with eroded bluffs and many rockslides. A large pinnacle rock is off the SE pitch of the cape.

Whidbey Bay, a large open bight just W of Cape Fairfield, has a black sand beach at the head. Up the valley is a prominent hanging glacier. Depths shoal to 12 fathoms about 1 mile from the sand beach, and anchorage can be had in black sand and glacial silt.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

16683

20' 15' 10' 05'

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

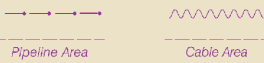
NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Rugged I, AK	WNG-526	162.425 MHz
Naked I, AK	WNG-530	162.500 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Cape Hinchinbrook	TBD	162.525 MHz
Potato Point, AK	WNG-527	162.425 MHz
Seward, AK	KEC-81	162.550 MHz
Whittier, AK	KXI-29	162.400 MHz

TIDAL INFORMATION

PLACE	Height referred to datum of soundings			
		Mean Higher High Water	Mean High Water	Mean Low Water
Hogg Bay	(60°04'N/148°12'W)	10.6 feet	9.7 feet	8.1 feet
Day Harbor	(60°01'N/149°03'W)	10.5 feet	9.6 feet	8.0 feet

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov> (Dec 2010).

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radiobeacon
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sectored
C can	M nautical mile	Or orange	St M state
DIA diaphone	m minutes	Q quick	VQ very close
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistling
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obsn obstruction	PD position doubtful	Subm submarine
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

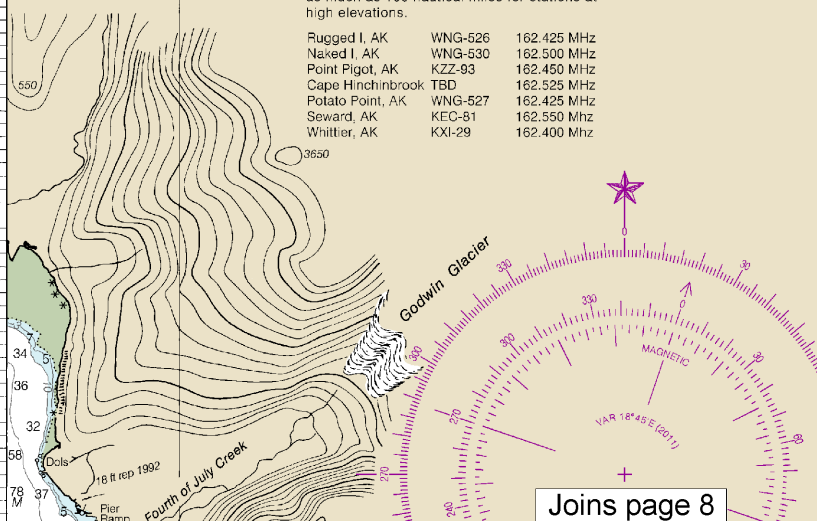
Mariners are urged to use caution when navigating in the area of this chart due to possible changes in depths and shorelines as a result of the earthquake of March 27, 1964.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



4

Note: Chart grid lines are aligned with true north.

149°

55'

50'

45'

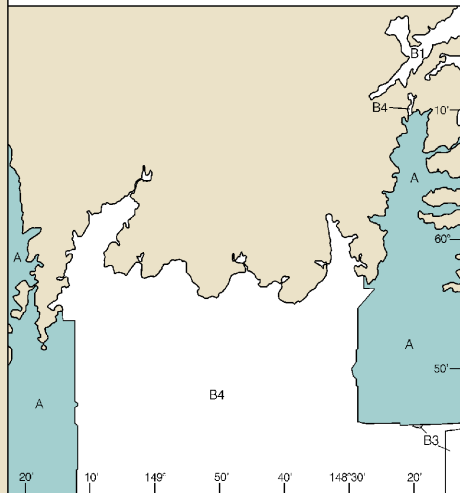
40'

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

SOURCE

A	1990 - 2004	NOS	full bottom coverage
B1	1990 - 1996	NOS	partial bottom coverage
B3	1940 - 1969	NOS	partial bottom coverage
B4	1900 - 1939	NOS	partial bottom coverage



UNITED STATES
ALASKA - SOUTH COAST
KENAI PENINSULA

POINT ELRINGTON
TO
CAPE RESURRECTION

Mercator Projection
Scale 1:81,436 at Lat. 60°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.016" southward and 7.715" westward to agree with this chart.

ELLSWORTH GLACIER

Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:108581. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

55'

50'

45'

40'

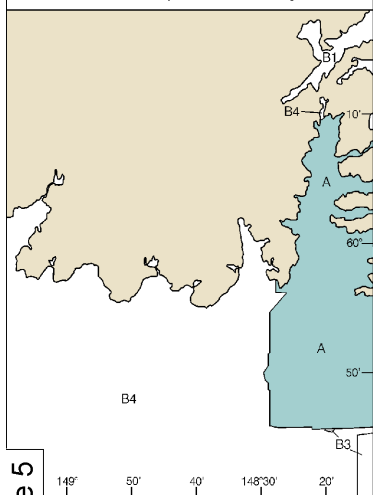
35'

SOURCE DIAGRAM

areas represent the limits of the most recent hydrographic
ation that has been evaluated for charting. Surveys have been
s diagram by date and type of survey. Channels maintained
rmy Corps of Engineers are periodically resurveyed and are
this diagram. Refer to Chapter 1, *United States Coast Pilot*.

SOURCE

1990 - 2004	NOS	full bottom coverage
1990 - 1996	NOS	partial bottom coverage
1940 - 1969	NOS	partial bottom coverage
1900 - 1939	NOS	partial bottom coverage



UNITED STATES
ALASKA - SOUTH COAST
KENAI PENINSULA

POINT ELRINGTON
TO
CAPE RESURRECTION

Mercator Projection
Scale 1:81,436 at Lat. 60°00'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

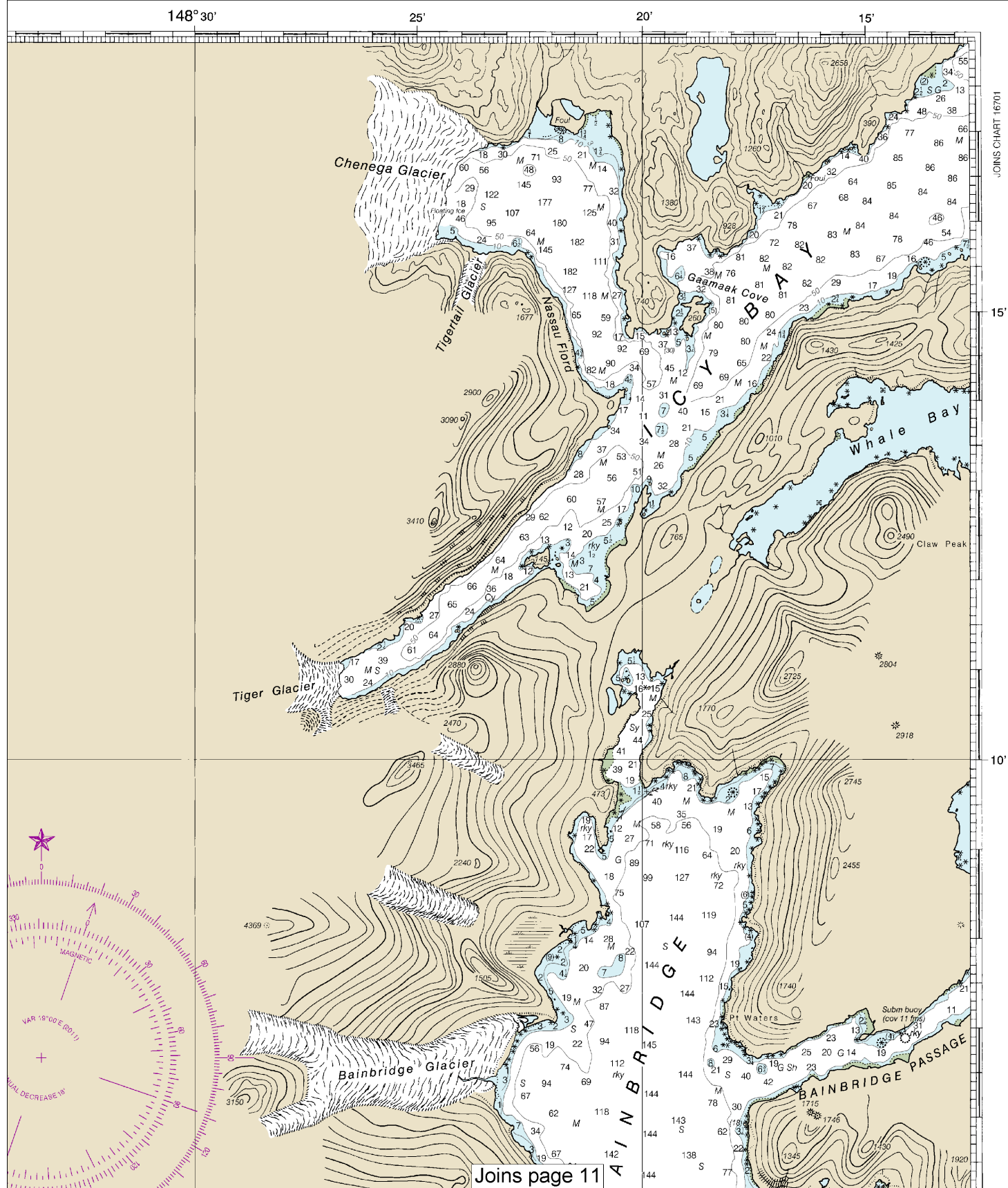
Additional information can be obtained at nauticalcharts.noaa.gov.

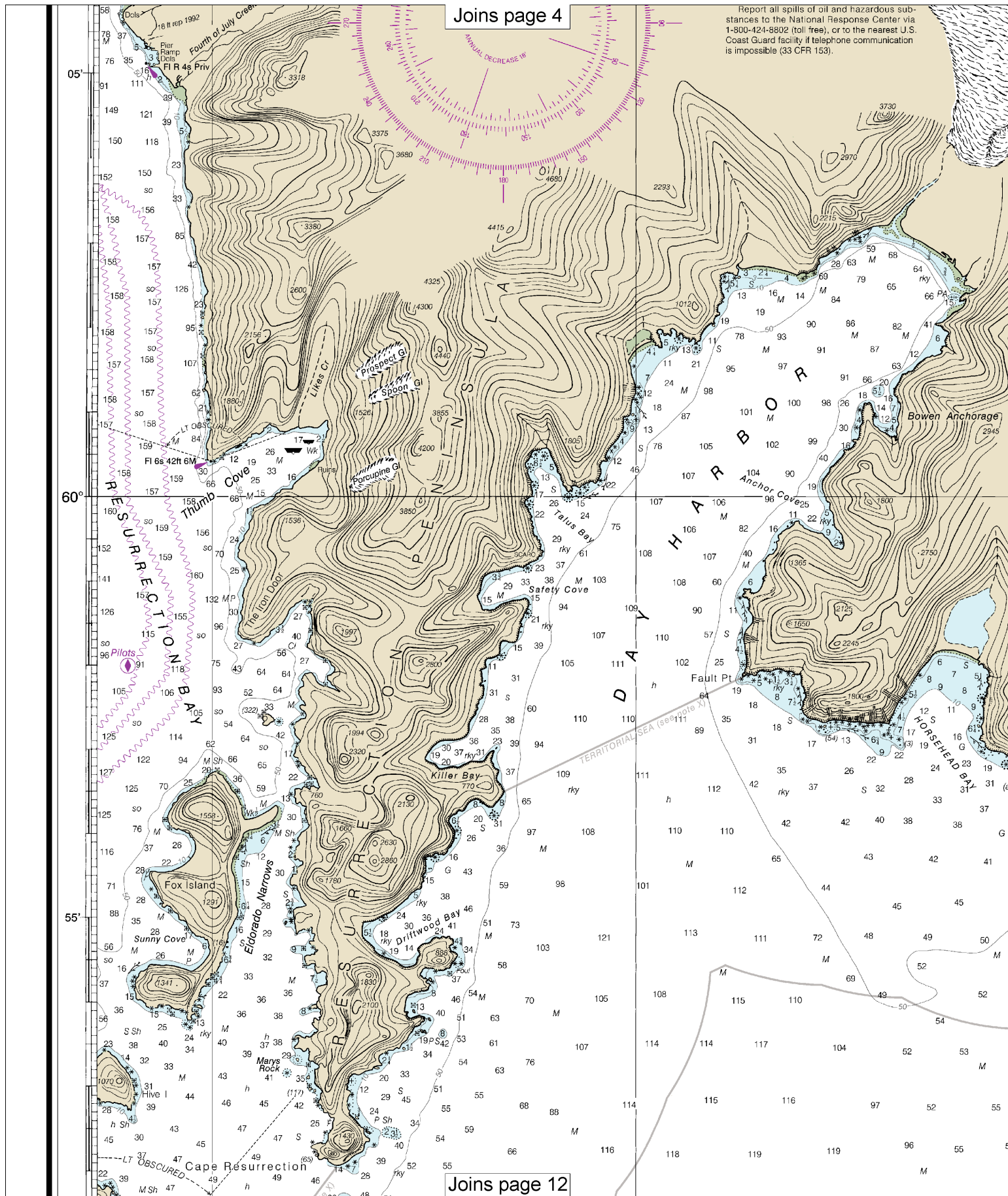
HORIZONTAL DATUM

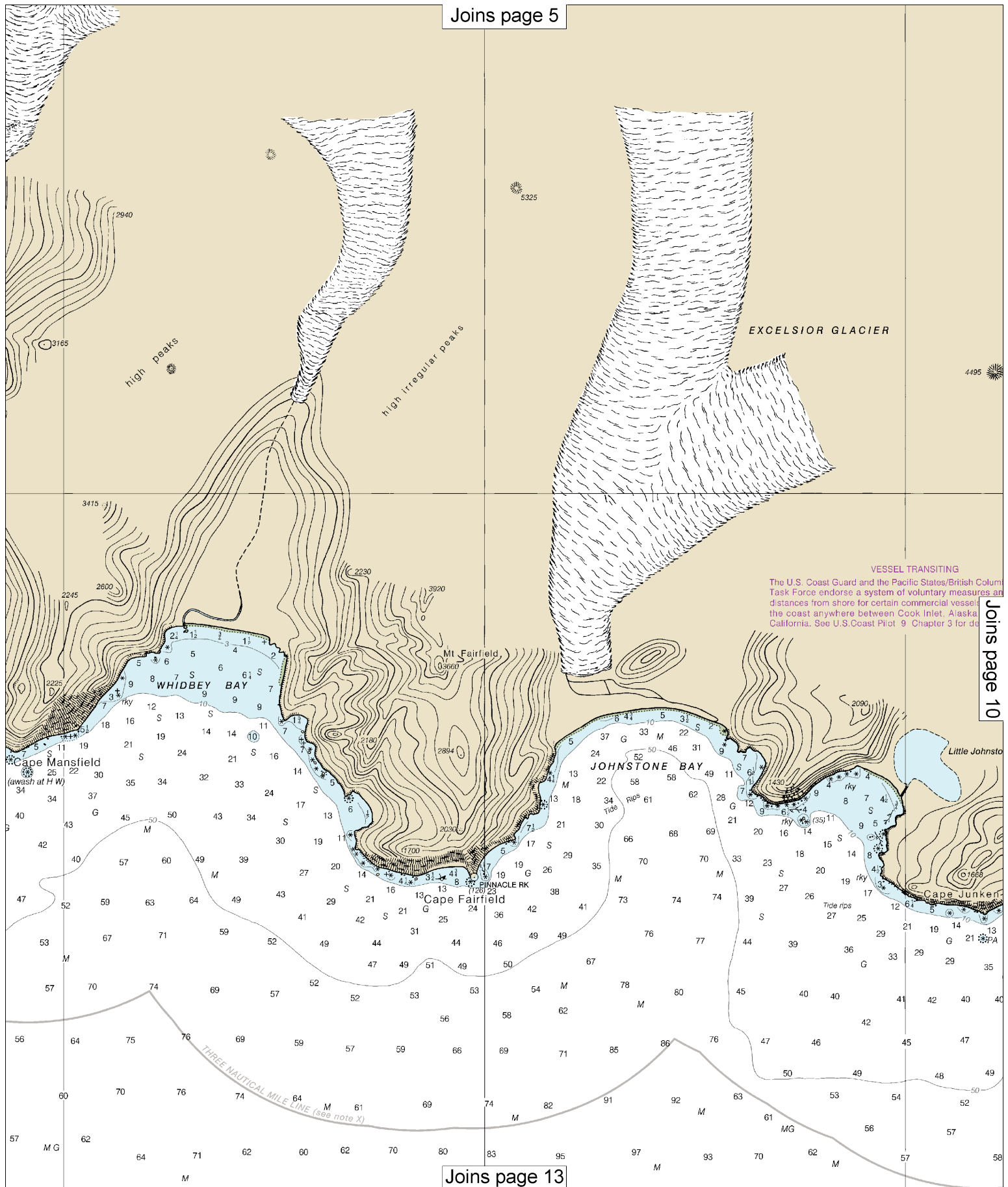
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.016" southward and 7.715" westward to agree with this chart.

GLACIER

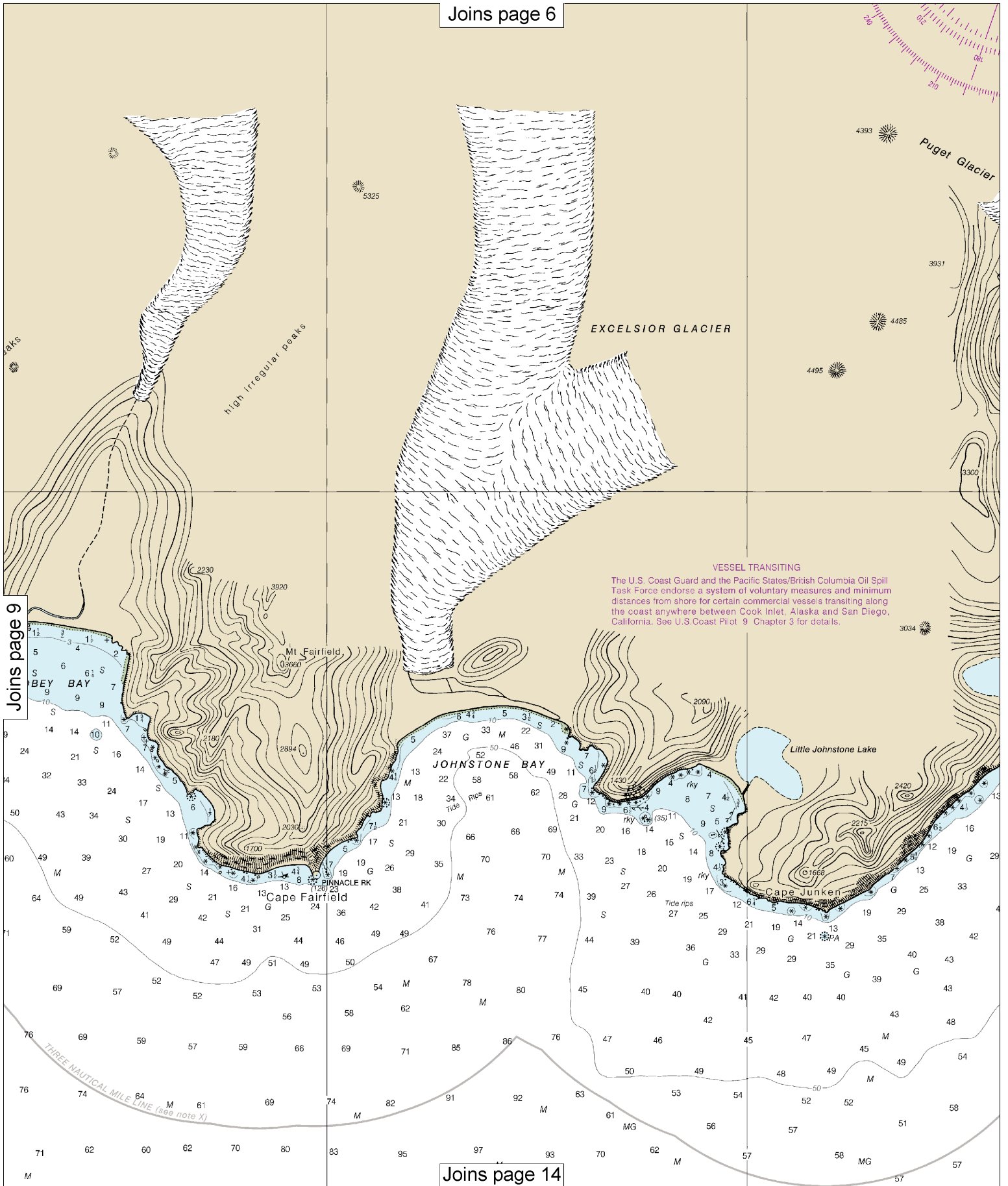
Joins page 10







Joins page 6

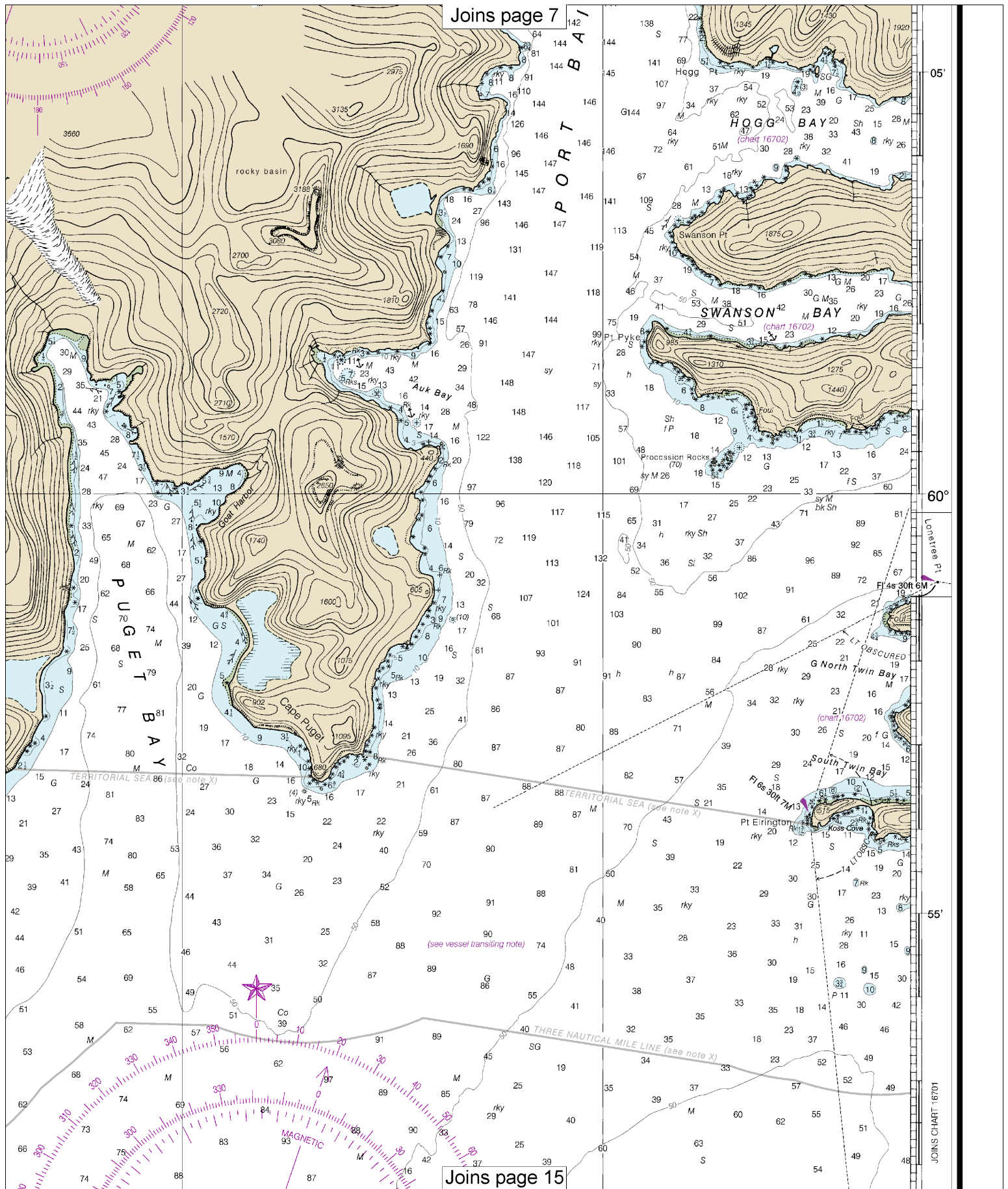


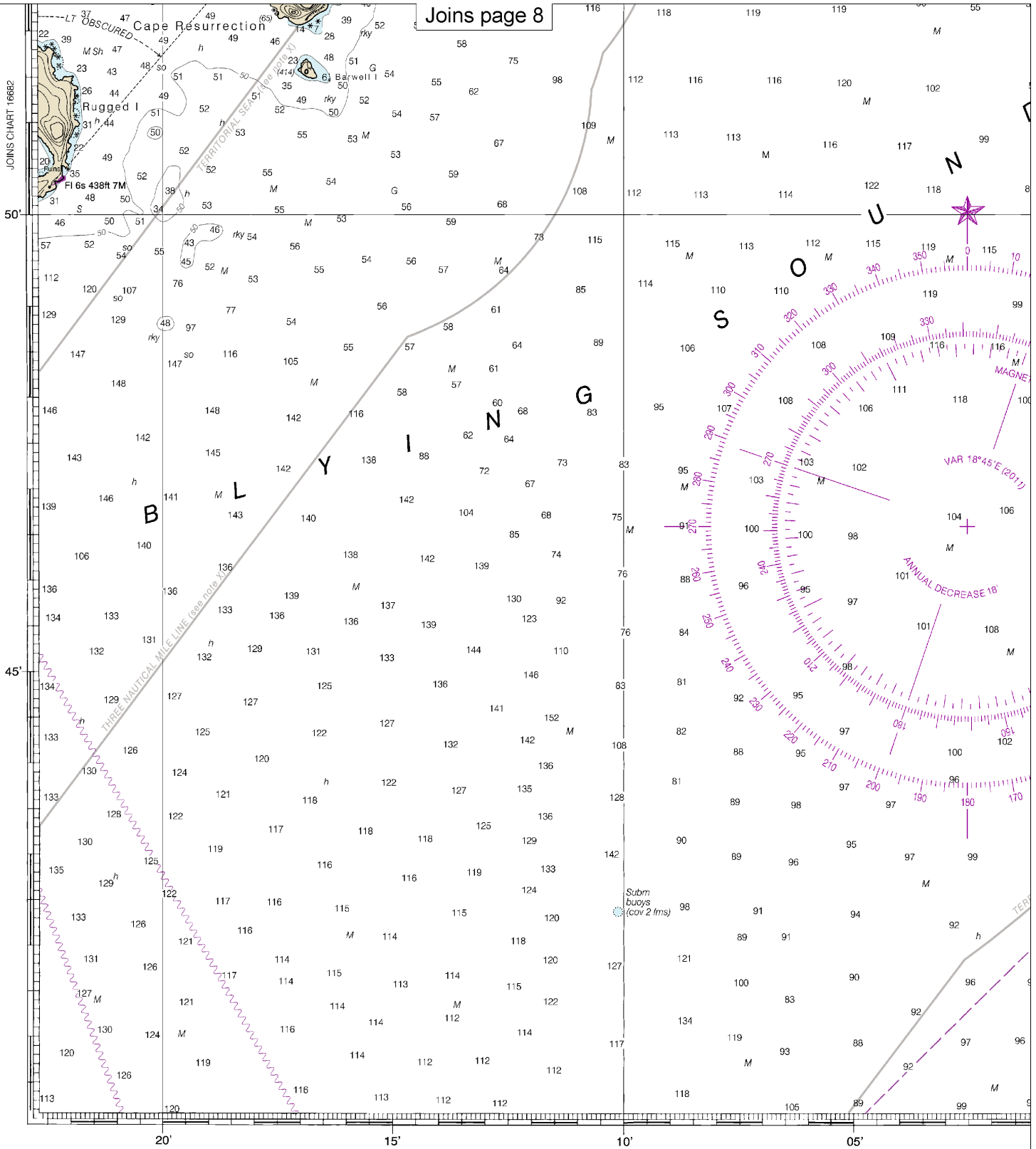
Joins page 9

Joins page 14

10

Note: Chart grid lines are aligned with true north.





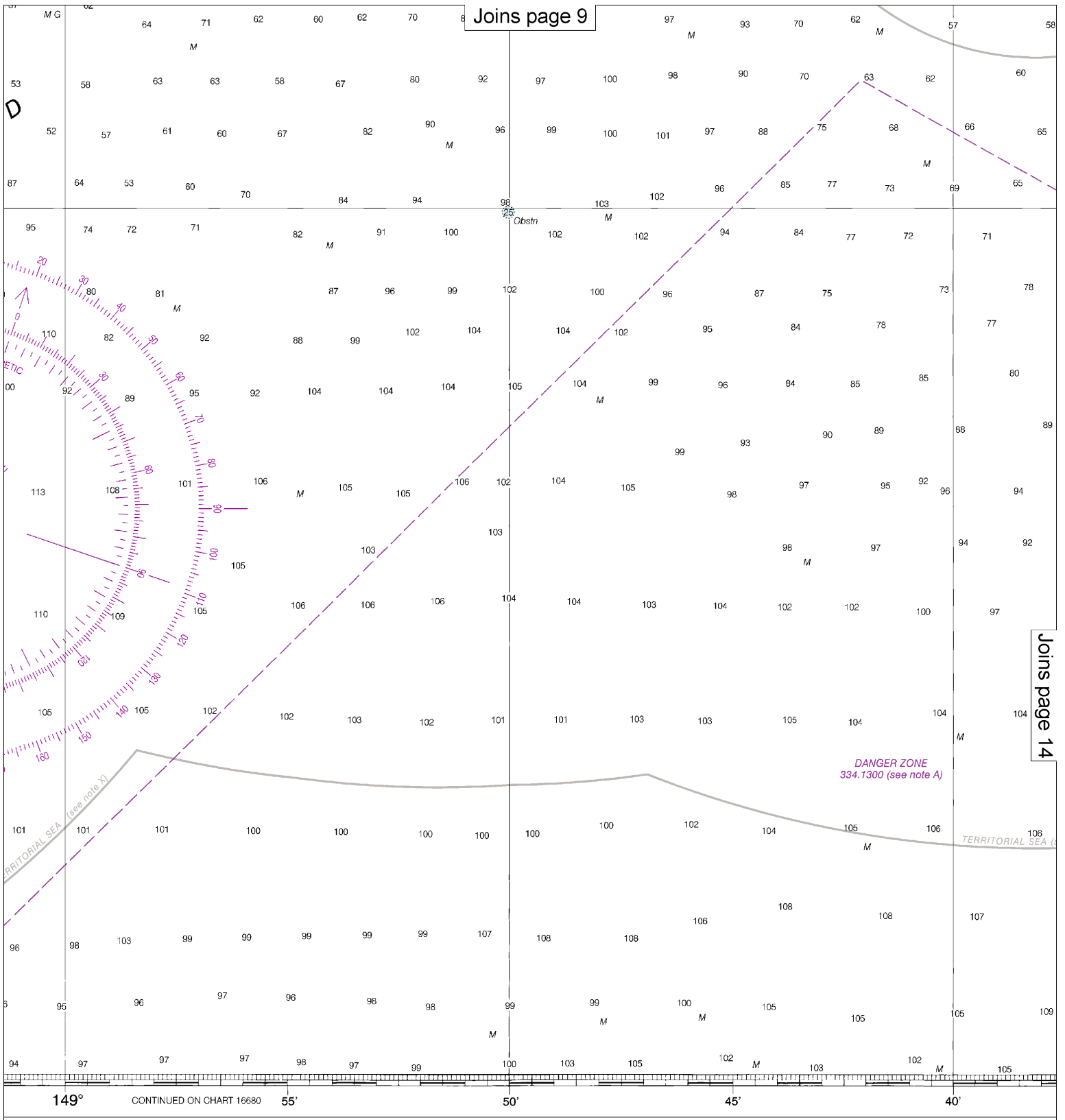
16683

12th Ed., Jan. 2011. Last Correction: 7/9/2013. Cleared through:
 LNM: 4916 (12/6/2016), NM: 5116 (12/17/2016), CHS: 1116 (11/25/2016)

CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

12

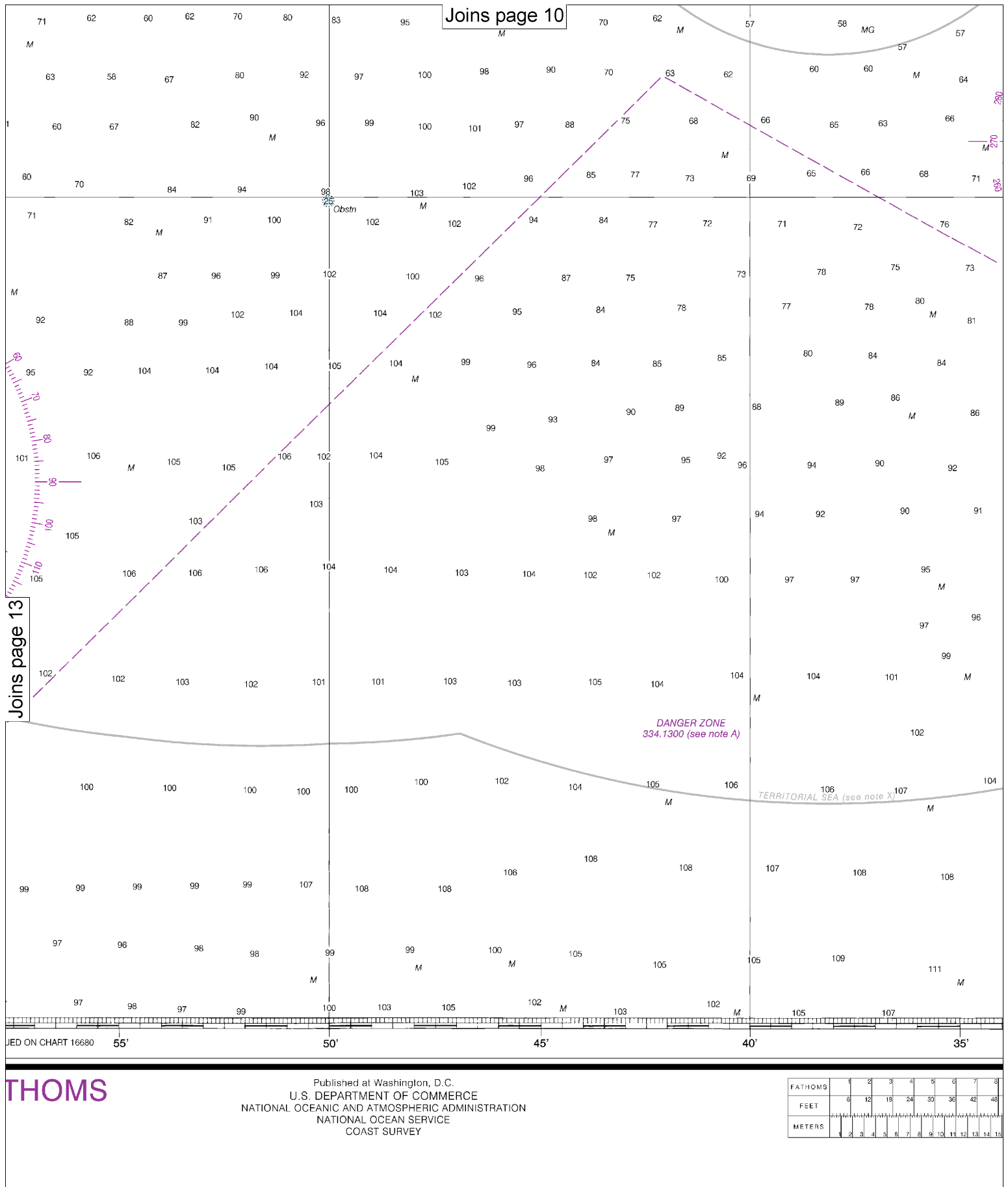
Note: Chart grid lines are aligned with true north.



NGS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	
FEET	
METERS	



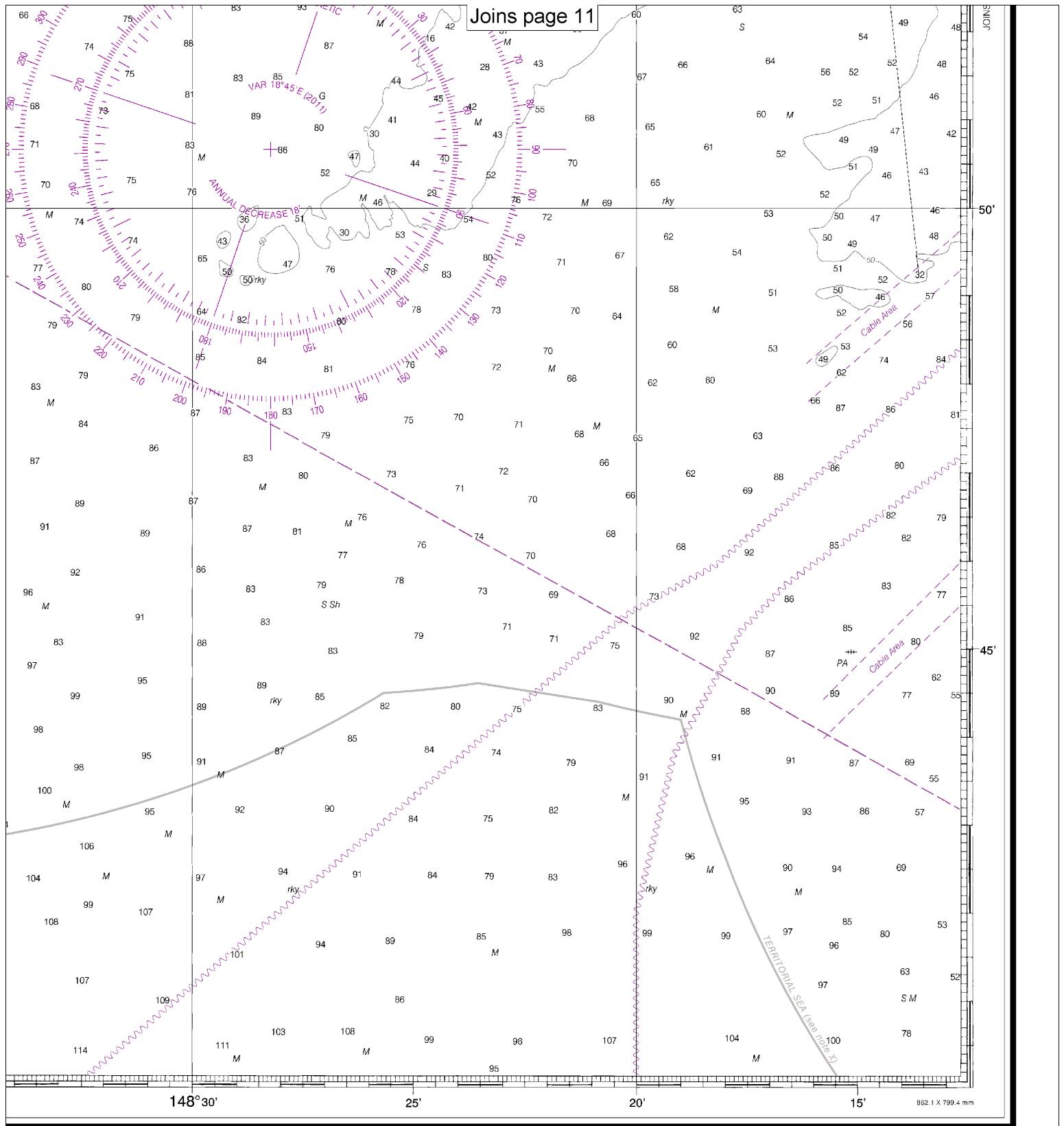
THOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8
FEET	6	12	18	24	30	36	42	48
METERS	1	2	3	4	5	6	7	8

14

Note: Chart grid
lines are aligned
with true north.



Point Elrington to Cape Resurrection

SOUNDINGS IN FATHOMS - SCALE 1:81,436

16683

3	9	10	11	12	13	14	15	16	17
8	54	60	66	72	78	84	90	96	102
15	18	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31			



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.